WEST SANTA ANA BRANCH

Community Meetings

Project Initiation

June 2010

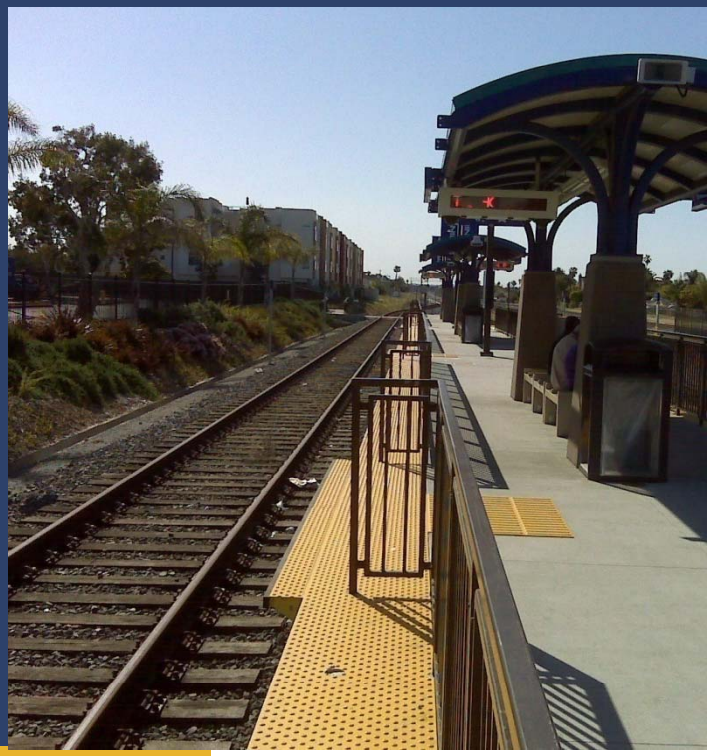
www.pacificelectriccorridor.com

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
www.scag.ca.gov

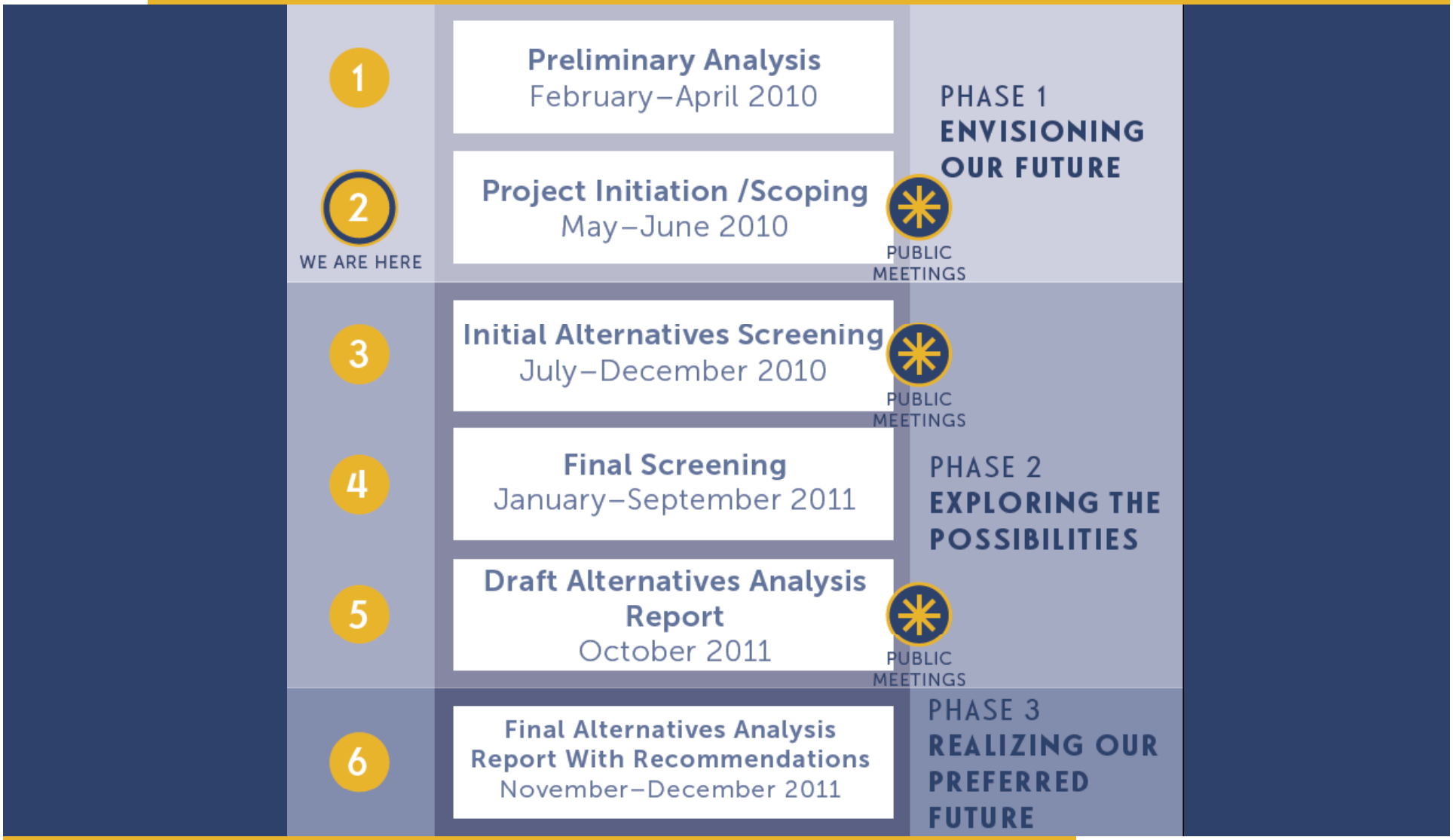
Meeting Purpose

Why are we here today?

- Inform you about the study purpose, process, schedule, and opportunities for involvement
- Hear your thoughts and ideas about:
  - Transportation issues
  - Travel needs
  - Possible solutions
  - Comparing the possible solutions
  - Best ways to communicate with you



Public Participation Program



Study Context

Abandoned since 1961, reuse of this resource from the past offers many opportunities for the future:

- Provide local and regional transportation connections to and from Corridor cities
- Make the Corridor a community amenity with landscaping, a pedestrian/ bikeway system, and development opportunities

Why this Study?

"If we can come up with a regional solution to relieve traffic congestion, meet the travel demands of residents, and serve as a catalyst for economic development for cities spanning from Santa Ana to Union Station in LA, we will have met our charge and more." Mayor Art Brown of Buena Park

"We want to encourage the community to look at this resource with new eyes and realize that the possibilities are significant-- access to more jobs, along with recreational, educational, and economic development opportunities when cities need it most!" Councilmember Diane DuBois of Lakewood

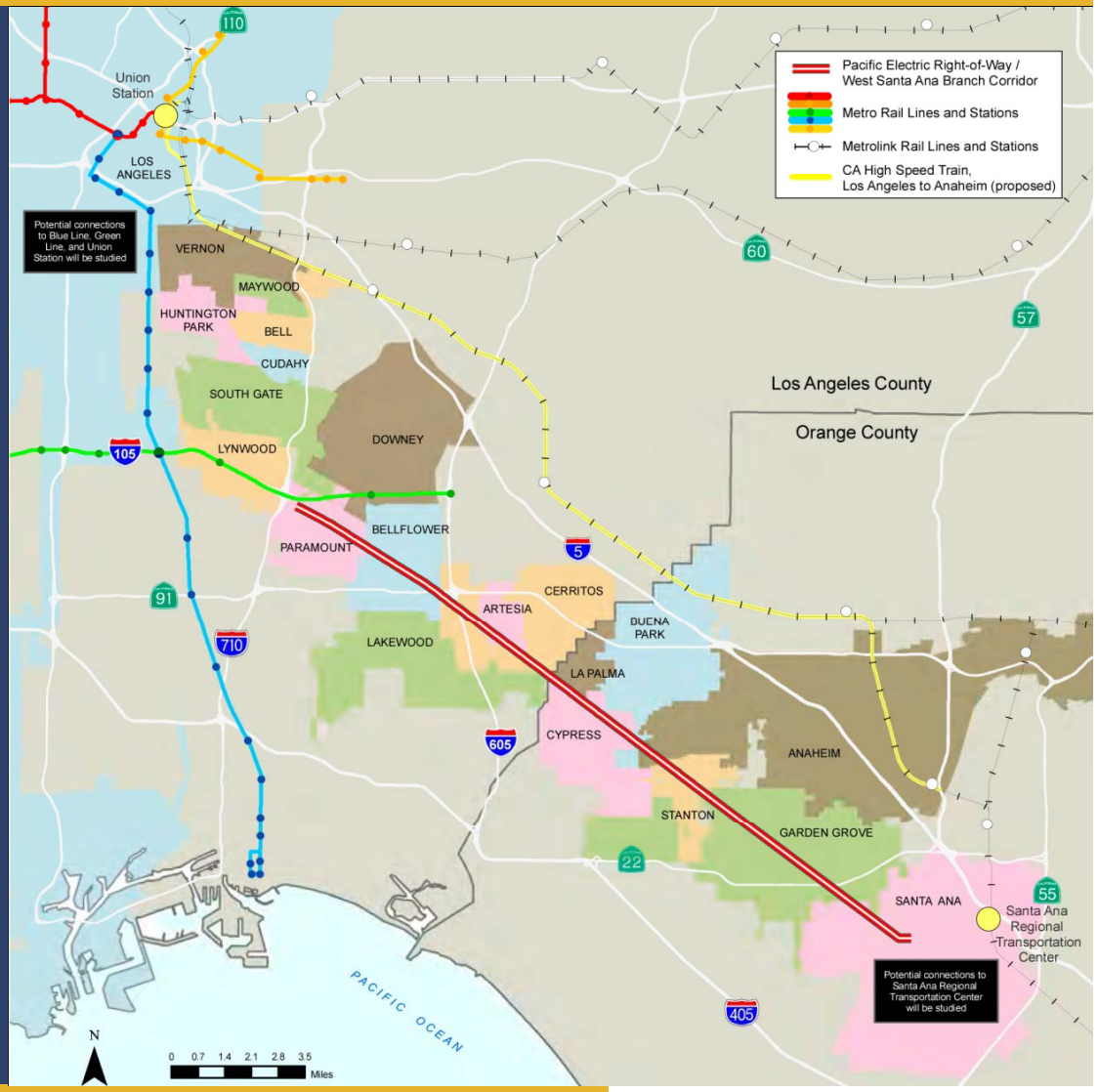
Study Overview

- **Project Background**
  - Reuse study efforts since 1996
  - Measure R funds for project
  - 2008 Regional Transportation Plan
  - Cooperative effort – SCAG, LACMTA , OCTA
- **Purpose**
  - Identify a “locally preferred” transportation strategy or strategies for reuse of the Corridor

Study Area

ROW Key Points

- 20 miles long and varies in width from 90 to 195 feet
- Serves 23 cities, 2 counties
- Adjacent to a wide variety of land uses



Corridor Challenges

Many current and future (2035) challenges –

- Today: home to 2.3 million people and 1.1 million jobs

  Future: 13% more people and jobs

- Today: freeways and major streets at or beyond capacity in peak periods

  Future: 1.2 -1.5 million more daily Corridor trips

- Today: More than 90% of Corridor travel is by car

  Future: No new travel options

Future Opportunities

Add pictures of opportunities

Reuse of the Corridor right of way could provide…

New local and regional connections

Much-needed park and open space

Pedestrian and bicycle system

Station area sites to accommodate new housing, shops, and jobs

Study Overview

- **Following Federal planning process**
  - National planning process – results in “level playing field”
  - Allows project to qualify for federal funds, if desired
- **Effort and results based on:**
  - Technical analysis
  - Public participation and input

Study Technical Steps and Schedule

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Consists of the following efforts:

1. Project Initiation/Scoping *Identify all possible alternatives*	May-July 2010
2. Initial Viability Assessment *Identify Initial Set of Alternatives*	July 2010
3. Initial Alternatives Screening *Identify Final Set of Alternatives*	August-December 2010
4. Final Alternatives Screening	January-October 2011
5. Recommended Alternative	November-December 2011
6. SCAG/LACMTA/OCTA Actions	Early 2012

Public Participation

- **Steering Committee**
  - Elected Officials
  - Represent their cities and guide the process
- **Technical Advisory Committee (TAC)**
  - City staff
  - Advise the project team
- **Community Participation**
  - Public and stakeholders
  - Provide input throughout the study

Transportation Challenges

What do you think are the transportation issues and challenges in your community?

- Too much traffic?
- Congested freeways and streets?
- Not enough travel options?
- What else?

Possible Solutions

What transportation solutions make sense to you?

- Complete the projects that are already funded
- Use the transportation system we have more efficiently
- Provide a new transportation solution

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Bus Rapid Transit

BRT – BUS RAPID TRANSIT

Speed: 22 mph average, 35 mph max.

Distance Between Stops: 1.0 miles

Possible # of Corridor Stations/Stops: 32

Capacity: 57 seated, 108 peak

Frequency (Peak Hours): 4-5 mins.

Frequency (Mid-day): 10 minutes

Construction Cost Per Linear Mile: $28-30 million at-grade

Power Source: CNG motor

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Light Rail Transit

LRT – LIGHT RAIL TRANSIT

Speed: 22-35 mph average, 55 mph max.
Distance Between Stops: 1.0-1.5 miles
Possible # of Corridor Stations: 20-32
Capacity: 228 seated, 432 peak
Frequency (Peak Hours): 7-8 mins.
Frequency (Mid-day): 12 minutes
Construction Cost Per Linear Mile: $75-90 million at-grade, $130 million aerial
Power Source: Electric catenary

Metro Gold Line

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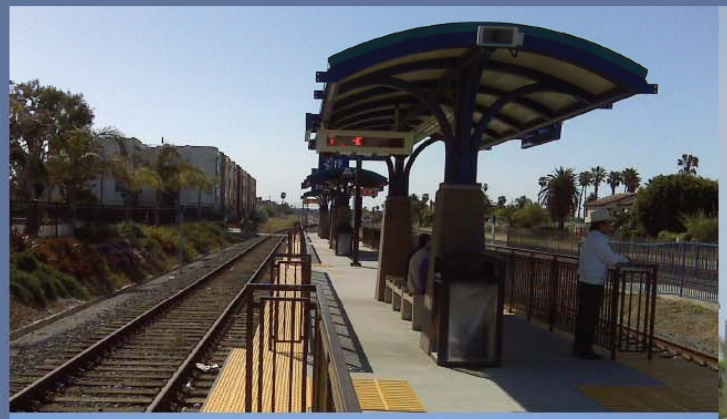
Multiple Unit



San Diego Sprinter

MULTIPLE UNIT

Speed: 22 mph average, 55 mph max.

Distance Between Stops: 1.5-3.0 miles

Possible # of Corridor Stations/Stops: 11-32

Capacity: 136 seated, 258 peak

Frequency (Peak Hours): 20-30 mins.

Frequency (Mid-day): 30-60 minutes

Construction Cost Per Linear Mile: $22-25 million at-grade, $330 million subway

Power Source: Clean diesel motor or electric catenary

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Commuter Rail

COMMUTER RAIL

Speed: 42 mph average, 70 mph max.

Distance Between Stops: 6.0-7.0 miles

Possible # of Corridor Stations/Stops: 4-5

Capacity: 500 seated

Frequency (Peak Hours): 20-30 mins.

Frequency (Mid-day): 60-90 minutes

Construction Cost Per Linear Mile: $4-8 million at-grade

Power Source: Clean diesel motor

Metrolink


Chatsworth Mixed-Use Development

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Streetcar

STREETCAR

Speed: 8.5 mph average, 45 mph max.

Distance Between Stops: 0.2-0.5 miles

Possible # of Corridor Stations/Stops: 64-160

Capacity: 30 seated, 157 peak

Frequency (Peak Hours): 13 minutes

Frequency (Mid-day): 20-40 minutes

Construction Cost Per Linear Mile: $38 million at-grade, $330 million subway

Power Source: Electric catenary

Portland Streetcar

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High Speed Rail

HIGH SPEED RAIL

Includes maglev, steel-wheel, diesel locomotive, multiple unit service

Speed: 90-95 mph average, 110-270 mph max.

Distance Between Stops: 10.0-20.0 miles

Possible # of Corridor Stations: 2-3

Capacity: 400 seated

Frequency (Peak Hours): 15-20 minutes

Frequency (Mid-day): 30-60 minutes

Construction Cost Per Linear Mile: maglev $140 million; steel-wheel $110 million, both $330 million subway

Power Source: Electric motor


Taiwan High Speed Rail

AMTRAK Acela

The Javelin, England


Shanghai Maglev

Corridor Connections

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Where do you want to go?

- Work
- Shopping
- Educational
- Recreational
- Other destinations?

Comparing the Possible Solutions

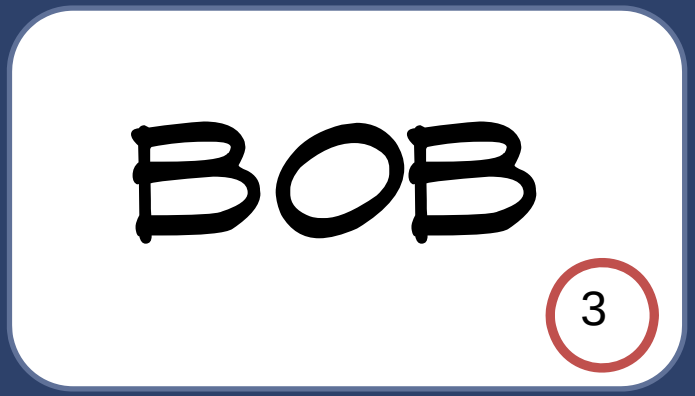
How should the proposed transportation options be evaluated?

What should we consider when making Corridor transportation decisions?

Listening to You

Building our future through our choices today – Please share your thoughts and ideas with us.

Find your group assignment on your nametag.



Ground Rules for Breakout Sessions

- Only one person to speak at a time. . .
  everyone participates.
- Listen for understanding. . .
  not for response.
- Suspend snap judgments. . .
  try on other's ideas for size; however, agree to disagree.
- Stay on the timeline; keep comments concise, avoid repetition. . *avoid war stories or soapboxes.*
- Each member of the group is equal, all comments matter. . . *share the airtime.*

Next Steps

• Share your ideas with Advisory Committees and Elected Officials	July
• Identify Initial Set of Alternatives	July
• Perform Initial Screening Analysis	July-Oct
• Community Meetings to Present Results	November
• Initiate Final Screening Efforts	January

Contact Us

Thank you for your participation! Please continue to share your thoughts and ideas by:

- **Mail** – Philip Law, Project Manager, SCAG, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017
- **Call** – 213.236.1842
- **Email** – law@scag.ca.gov
- **Project website** – www.pacificelectriccorridor.com
- **Facebook** – search SCAG